

DRAFT QUESTIONNAIRE EXPLAINED BY MR. HALE

**Boston Lawyer Tells Registrants
of New Draft Regulations and
Outlines Their Duty in An-
swering the Questions**

500 ATTEND MEETING

Mr. Richard W. Hale, a prominent Boston lawyer, and Mr. James P. Monroe, '82, Secretary of the Corporation, addressed about 500 students at the convocation held last Monday night in Smith Hall. The convention was called by President Maclaurin to give the many Technology men who are interested in the new draft regulations an opportunity to obtain a general idea concerning the questionnaire and to guide them in the present course of action.

This meeting is the first step in The Tech's plan for aiding students of the Institute in complying with the requirements of the second draft. Paul C. Leonard, '17, Chairman of the managing board of The Tech, got in touch with several lawyers, some of them graduates from Technology, and all of whom willingly consented to give their services to the students. It was deemed advisable to begin by giving the men who are subject to the draft a discussion of the main points in the elaborate system and some good advice as to what they should do for the present. Accordingly Mr. Richard W. Hale of the Boston law firm of Hale, Grinnell and Swain, was requested to speak to men registered in the draft at Monday's Convocation.

Before taking up the subject of the questionnaire, Mr. Hale spoke of the duties of the men. He emphasized the fact that according to the principles of war we have no "rights" to stand up for, but should do our duty as decided by men who are wiser than we are. "These are the men," he said, "who are to decide whether or not you are to go, so do your duty, give them the facts and leave the decision to them." In regard to the provision for placing the first or highest third of the students in Class Five, he stated that it was every man's duty to get into that third and to stay at the Institute until the Government demanded his service. In taking up the contents of the questionnaire, Mr. Hale requested the students to be brief in their answers, but not to omit facts on the grounds that they were too insignificant. On the pages devoted to agricultural and industrial occupations, religious convictions against war, doctors of divinity, political officeholders, and prison inmates, Mr. Hale said that in practically every case all parties concerned could save much unnecessary trouble if the registrants would merely answer "No" to the questions. In regard to the question of dependents, no man should answer definitely without

(Continued on page 2)

LYRIC AND MUSIC COMPETITION FOR TECH SHOW CLOSING TODAY

The competition which has been running for the past few weeks for the lyrics and music of the Tech Show 1918 closes today at 5.00 o'clock. This will be the last opportunity for entering this competition and if any one has an inspiration for a song or a lyric, he is requested by the Tech Show management to write it down and hand it in before 5.00 o'clock today at the Tech Show office in the Activities Building, opposite the Co-op on Massachusetts Avenue. E. P. Collins '18, who wrote most of last year's music for the show, will be at the office until that time to receive the work and to offer any suggestions which may prove valuable.

CHRISTMAS EVE RECEPTION

President and Mrs. Maclaurin cordially invite all students remaining in this neighborhood to a reception at the President's house at 8.00 o'clock on Christmas Eve, Monday, December 24, 1917.

SOPHOMORES HOLD SECOND ELECTION

J. J. Hines and J. W. Kellar Win Class
Offices

The results of the final 1920 class election are as follows: For treasurer, John J. Hines; for Institute Committee, John W. Kellar.

Because of the fact that there was a misunderstanding about the Sophomore nominations it was necessary to hold a second election last Tuesday. There is a ruling that three members at least be nominated, and since this law was not complied with, another election was made necessary.

There were, in all, one hundred and twenty-two votes cast, including ten from Rogers. This shows that only about twenty-five per cent of the class voted. Hines and Kellar received forty-five and forty votes respectively.

NEW ARMY SCHOOL AT TECHNOLOGY

**Graduates of Second Officers'
Training Camp Assigned to
Institute with Aviation Section**

TO BE ENGINEER OFFICERS

On December 17, a new Military School for the training of Engineer Officers was started at the Institute. The men attending this school are recent graduates from the Second Officers' Training Camp. These men have been assigned to duty in the Aviation Section as Ground Officers for the purpose of being trained for Engineer Officers in squadrons. The course which will be



STAFF OF THE U. S. ARMY SCHOOL OF MILITARY AERONAUTICS.

TALK ON GASOLINE

**Paper By Prof. Allen of Worcester
Polytechnic Institute**

Last Tuesday evening Professor C. M. Allen of the Worcester Polytechnic Institute addressed the student branch of A. I. E. E. on "Gasoline." He is professor of thermo-dynamics and has made a deep investigation of the properties and uses of gasoline and kerosene.

In explaining the dangers of gasoline the speaker brought out the fact that only in the presence of air or oxygen does the oil become inflammable. This point was illustrated by several experiments. In one of these when a spark was passed through liquid gasoline, contained in a narrow mouthed beaker, no fire or explosion occurred. The vapor would not burn either until a point several inches above the bottle was reached. Another startling experiment to prove this same point was performed by Professor Allen, by inhaling gasoline vapor and then lighting it as he exhaled the fumes. The point where the vapor burned was at least a foot from the mouth of the speaker.

When a lighted cigar was put into a dish of gasoline it was extinguished and the gasoline was not ignited. This showed that it was not the liquid, but the vapor which burned. A practical example of this is seen in a leaky gasoline tank, which is to be soldered. The only safe way is to solder when the tank is full, for if the tank is emptied a certain amount of gasoline residue remains which is loosened by the heat of the operation, and his residue combines with the air to form an explosive mixture.

Gasoline burns or explodes only when between the ratio of one to five and one to a hundred, and the ratio of one to seven is the one generally used in gas engines. The explosive force of gasoline vapor when in combination with air was covered with a tin head so arranged that when the explosion occurred the head was blown off. At the ratio of one to seven the tin was thrown to a height of twenty feet with a single explosion.

given to these officers consists of Practical and Theoretical work in Military Studies, Gunnery and Aeronautical Motors. They will also study such subjects as Aids to Flight and Airplanes.

This period of instruction will last four weeks, and at the end of that time, these officers are expected to be able to help further the instruction in the Ground and Flying Schools throughout the country, which are preparing the Great American Army of the Air.

The following is a list of First Lieutenants of the Signal Reserve Corps, Aviation Section, who are attending this school: W. E. Barrows, A. C. Lord, A. L. Maurer, C. G. McCann, R. A. McDonald, W. A. Stiles, J. W. Yates, Jr., P. L. Brass and J. Myerscough.

The following officers compose the Staff of the U. S. Army School of Military Aeronautics: A. L. Sneed, Major, S. C. Commandant, R. Gilder, Captain, Signal R. C., A. S. Assistant Commandant, C. S. Butler, Captain, M. R. C. Medical Officer. The following First Lieutenants of the Signal Reserve Corps A. S. are also in the Staff: L. L. McGrady, Adjutant, H. Trival, R. M. A., C. J. Hochreiter, W. Miller, R. M. A., W. C. Wood, H. G. Knight, J. B. White, and L. A. Swan, Second Lieutenant.

The Academic Board of the School of Military Aeronautics is made up as follows: Professor C. B. Breed, President; J. C. McKinnon, Assistant President; and P. C. Leonard, Recorder. The following men on the Board are in charge of their various departments: A. E. Powell, Aerial Observation; Lieutenant L. A. Swan, U. S. R., Aids to Flight; F. V. duPont, Airplanes; D. A. Fales, Engines; Lieutenant W. C. Wood, U. S. R., Gunnery; Captain Rodman Gilder, U. S. R., Military Studies, and H. N. Carlson, Signalling and Radio.

JOHN RITCHIE ADDRESSES STATE BOARD OF TRADE

The Massachusetts Institute of Technology was represented at the meeting of the Council of the Massachusetts State Board of Trade at the Hotel Brunswick, Wednesday noon, by John Ritchie, Jr., director of the Technology News Service. Mr. Ritchie spoke about the "War Activities of the Institute in Aid of the Government."

RED CROSS DRIVE FOR A THOUSAND MEMBERS TO CLOSE TOMORROW

**Technology Co-operates With National Organization
In Effort to Obtain Ten Million
Members**

R. W. VAN KIRK, '18, HEADS CAMPAIGN

THE Red Cross drive now being conducted at Technology closes to-morrow at noon, at which time it is expected that the goal of one thousand subscriptions will have been attained. No definite information is obtainable at the present moment as to how many subscriptions have been obtained thus far in the campaign, but those in charge expressed their certainty that the students would uphold the Institute's war record by oversubscribing the mark set at the inauguration of the drive.

NEW APPOINTMENTS

**Many Additions Made to Insti-
tute Instructing Staff**

At the meeting of the corporation of the Massachusetts Institute of Technology last Wednesday evening, the following appointments were made to the instructing staff of the school: Allen French, instructor in English; F. S. Cawley, instructor in German; C. S. Robinson, instructor in Industrial Chemistry; W. D. McJennett, instructor in Mechanical and Free Hand Drawing; C. O. Gibson and G. A. Gray, assistants in Electrical Engineering; A. S. Niles, assistant in Civil Engineering; H. Nuhn and I. Rosenblum, research assistants in Mining Engineering; and J. Wasso, research assistant in Physical Chemistry.

A number of upper class students were appointed to temporary positions in different departments filling the gaps left by men of the staff who have gone into military service. The appointments in the School of Military Aeronautics are: H. N. Carlson, head of the department of Signalling; D. A. Fales, head of the department of Engines; S. S. Mason, instructor in the Theory of Flight; A. E. Powell, head of the department of Aerial Observation; G. R. Pierce, instructor in Military Science; S. B. Mills and G. W. Wyman, instructors; P. C. Leonard, assistant instructor in Aerodynamic Engines; A. P. Dunham and M. J. Lawler, assistant instructors in Machine Gunnery; W. Miller and H. Trival, assistant instructors in Rigging and Landing Gear; and A. P. Southworth and E. W. Whittier, assistant instructors in Signalling.

The appointments for the Naval Aviation Detachment are: Professor J. E. Ives, head of the department of Signalling; Professor F. Waldo, instructor in Meteorology; R. A. Fletcher and W. S. Thomas, instructors in Machine Guns; C. D. Hanscomb, instructor in Aeronautics; R. H. White, instructor in Navigation; F. Ellis, assistant instructor for Seaplane Engines; W. A. Jones, assistant instructor of Military Science; G. S. Murray, assistant instructor in Aeronautical Engines; and T. E. Child, draughtsman.

OPPORTUNITIES FOR WOOD CUTTING DURING VACATION

Much interest has been shown by students in regard to the appeal made to Technology men in Monday's Tech to aid in a wood cutting campaign, for the purpose of relieving the fuel shortage. Several owners of woodlots who have seen the notice in The Tech have asked for the services of more students. All those men who are willing to do this work during the vacation are asked to leave their names with Bursar Ford. It is probable that other applications will be received during the week.

Forty students under the direction of R. W. Van Kirk and W. C. Wilson of 1918, have acted as solicitors of subscriptions and through them practically every student at the Institute has been reached and asked to join the Red Cross. Few have refused to join, but there are yet many who have not considered it as serious duty as it should be, and consequently have failed to become members.

The local campaign is being conducted in response to the call sent out to the various educational institutions throughout the country to assist in the nation wide Red Cross drive to obtain ten million members by Christmas morning. Every organization, in addition to the cities and colleges, is participating in the hope that the goal will be obtained, and the knowledge that ten million more Americans have joined will give encouragement to the army and the navy. Colonel Roosevelt in speaking of the drive and urging all to become members says, "If on Christmas morning the Red Cross can announce to the world that ten million more Americans have joined it and thereby signified their unqualified support of our army and navy and our nation in this war, the moral effect will be of inestimable value. The money brought in will be a good thing, but a far better being will be the fact that the success of this membership campaign will bring home to the people of this country a full sense of their obligations to America and to all suffering mankind, and will make them realize the necessity that every man and every woman in the country must organize whether in the line or back of it."

Because of the fact that many of the Institute students joined during the last campaign a smaller number of subscriptions has been obtained in the one which closes tomorrow than would have been otherwise. However, a few of those are joining for a second time realizing how great a need there is for funds to carry on the work of the Red Cross in the field. That there is such a need cannot be questioned by any one when the fact is considered that the operations and deeds of mercy are not limited to the American army alone, but also includes the allied armies. First consideration is given to the Americans, since there are other organizations to look after the wounded soldiers of our allies.

At present the American Red Cross is maintaining four thousand hospitals through funds collected in the United States. The scope of its work carries it to Belgium, France, Italy, Russia, Roumania, Armenia, Serbia, in addition to (Continued from page 4)

INSTITUTE COMMITTEE MEETING

There will be a meeting of the Institute Committee on Thursday, December 20, at 5.00 o'clock in room 10-275.

CALENDAR

Thursday, December 20, 1917
5.00 P. M.—Institute Committee Meeting, Room 10-275.
Friday, December 21, 1917
8.00 P. M.—Meeting of M. I. T. Geological Society. Room 4-345.



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The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

IN CHARGE THIS ISSUE

K. Roman '20.....Assistant Night Editor

THURSDAY, DECEMBER 20, 1917.

DOWN TO EARTH.

WHAT with the ruling from Washington defining the status of undergraduates in technical schools in regard to the draft, the explanation of how the draft will be carried out given by Mr. Hale last Monday and the optimistic speech of Mr. Munroe, the unrest which has been pervading the Institute should subside. It was only natural that there should have been a lack of ability for concentrated effort induced by our uneasiness. Now, however, our duty is clear, and as Mr. Hale so aptly put it, we have no rights—we have our duties. All our efforts should now be devoted to qualifying for the "first third." Since this is necessary, according to all information to date, to become eligible for enlistment in the Engineer Reserve, make good use of the Christmas recess in getting settled, and come back fresh and ready for hard work.

THE QUESTIONNAIRE.

THE schedule of hours at which the lawyers who have volunteered their services in explaining the questionnaire to registrants is published in another column of this issue. If you have any questions about the questionnaire or about the procedure of filling it out, consult one of the members of the Legal Advisory Committee at your earliest opportunity. It is every registrant's duty to gain a working knowledge of the questionnaire so that he can meet the requirements and have the sheet in the hands of the authorities at the specified time. Delays may lead to complications and nothing is more conducive to delay than an insufficient knowledge of what is required. Get posted at once.

HEADS UP!

THAT there is a great demand for technically trained men is well shown by the fact that many engineering concerns are advertising for men who have had even as little as two years work in a technical college, stating that the work will be essentially courses which are, in a way, a continuation of school work. Many of the positions offered are attractive in that they are held forth under the guise of government work, with insinuations of exemption. It is well to look askance at propositions which offer too much. We do not mean to say that all offers are in this class, but we have been advised to continue our courses by men who are competent to advise us and should be skeptical about leaving. We would suggest a thorough investigation of both the men behind the offers and of the work itself. This will probably prevent any exploitation of students and will later be repented.

Woodcutting is on the program for the Christmas recess and will provide profitable and patriotic employment for any one who wish to avail themselves of the opportunity. Here is a chance to see the Bursar without disbursing.

Three weeks to examinations. Do your cramming now.

The Red Cross wants members. Have you paid your dollar yet?

The Tech expresses to all its best wishes for a joyful Yuletide and a prosperous and happy New Year.

ALUMNUS ELECTED AS LIFE MEMBER OF CORPORATION

President MacLaurin announced the election of Gen. Edmund Hayes of Buffalo to be life member of the Corporation of the Institute. Gen. Hayes, one of the most prominent men of Buffalo, was a student at Technology and graduated with the class of 1873. The

achievement that brought him into public attention was the building of the cantilever bridge across the gorge at Niagara Falls. This undertaking was under the spur of railroad necessity and was accomplished in record time. Since that date General Hayes, who holds his title through state military service, has been engaged in engineering projects in all parts of the world.

COMMUNICATION.

To the Editor of the Tech:

The Technology Matrons would be most happy to send cards of invitation to their teas to the wives of students at the Institute. The Secretary would gladly receive names and addresses.

Mrs. Ellwood B. Spear,
Secretary.

27 Walker Street,
Cambridge.

DRAFT QUESTIONNAIRE

(Continued on page 1)

first consulting a lawyer unless he is absolutely sure that he is right. Also, in the case of "Positions" at which you have worked, and "Occupations," it is best to tell a legal adviser all about yourself, all the facts peculiar to you, and let him tell you how to fill out your questionnaire." The students were asked whether or not they had made preparations for having their registration material forwarded to them as soon as possible from their home, so that they might return it within the given period and yet have time to seek advice. Mr. Hale concluded his talk by saying, "Be cheerful and obedient; stick to your work until you are called. Do your duty to the hilt!"

Mr. Donald G. Robbins, '07, the Alumni Adviser of the Tech, then introduced Mr. James P. Monroe, '32, who was well prepared to give an account of the responsible position he holds at Washington. When interviewed by The Tech reported Mr. Monroe requested that none of his statements regarding Government affairs be published, but said that he wanted to impress every Technology student with the absolute necessity for his staying in school to make himself better fitted for the time when he should be summoned.

Through the provisions made by The Tech many competent men will be on hand to dispel the uncertain ideas of registrants. These men are members of draft boards and are primarily to give information rather than advice. While their interpretations of the new rulings should not be considered as official, nevertheless their advice should carry much weight.

The following is a schedule of the hours when draft registrants may confer with members of the Legal Advisory Committee. Conferences will be held in the Dean's offices Thursday, December 20 from 1 to 2 o'clock, Mr. William A. Quigley; 1 to 5 o'clock, Mr. Stanley Bishop. Friday, December 21, 9 to 12 o'clock, Prof. C. Frank Allen. '72; 2 to 5 o'clock, Prof. C. Frank Allen. '72; Saturday, December 22, 9 to 1 o'clock, Prof. C. Frank Allen. '72.

Arrangements have been made to have all registrants who have not completed their questionnaires confer with members of the Legal Advisory Committee after the Christmas recess in the Dean's office.

MUSICAL CLUBS TO GIVE CONCERTS AT WELLESLEY

The management of Technology's Combined Musical Clubs has just arranged for two concerts to be given Friday and Saturday evenings, February 22 and 23, in conjunction with the Musical Clubs of Wellesley. The concerts will be given in the Town Hall at Wellesley. Special train service has been arranged for, so that Bostonians and Technologists may return to Boston after the affairs.

The Saturday night concert will be followed by dancing. Friday night the musical program will be somewhat longer and has been arranged especially for those who do not care to dance. The details of the program have not yet been worked out, but it is certain that three numbers will be rendered by the combined Wellesley and Technology Clubs. The other numbers will alternate between the two colleges.

A combined concert was given three years ago and since then Dartmouth, Harvard and Technology have been trying to arrange for similar affairs. This will be the first one to be given in the three years. Wellesley has a Mandolin Club and a Glee Club, that are famous in this vicinity as well as at greater distances. After being so fortunate as to arrange for the concert the Musical Clubs are very anxious that a large number of Technology men attend the affair.

M. I. T. GEOLOGICAL CONFERENCE

The fourth meeting of the year 1917-1918 will be held on Friday, December 21st, at 8:00 p. m. in 4-345. Mr. W. L. Whitehead will speak on "The Origin of the Chilean Nitrate."

Gifts for Men

Jewelry

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Seal Fobs	2.25 to 6.25
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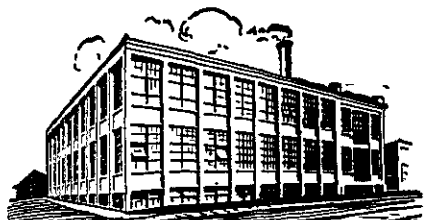
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**MECHANICAL SERVICE SECTION
OF ARMY ESTABLISHED**

Professor William H. Walker Given
Rank of Lieutenant-Colonel

Because of the fact that the present war is a struggle between the chemists of the various nations, a new section of the National Army has been established with this in mind. Many important questions have to be decided by the new branch such as those concerning explosives, metallurgy and metallography, the strength of materials, fabrics for aeroplanes and their treatment, and the production of gas antidotes. Technology has devoted much of its resources to industrial chemistry, and it therefore finds its instructing staff requisitioned. The most noteworthy action on the part of the government, is the appointment of Professor William H. Walker in

charge of the Chemical Engineering department at the Institute and director of the Research Laboratory of Applied Chemistry, to the rank of Lieutenant-colonel in this new Chemical Service Section.

Vital as the question of explosives may be, there are others of greater importance which the chemist must decide. Metallurgy and Metallography are important in the determination of materials, strong enough to withstand the tremendous rending force of the powder when fired, and come into most important consequence in the manufacture of cartridges cases and shells.

The question of materials in general is important, first from the extraordinary demand, and next from the unusual wear to which articles will be subjected. The construction of Zeppelins, aeroplanes, automobiles, artillery, rifles and many other necessities calls for vast

sums of money; so the economical production of materials is of great importance.

The chemistry of the aeroplane is fully as significant as the machinery. Variations in temperature, humidities ranging from dry to almost saturation are to be encountered, and great strains demand strength. The fabrics are a study in themselves, and their treatment to be waterproof, strainproof, and shrink-proof is another. Simple little things like aviators' glasses rise to importance as the dimming of these glasses may mean the loss of a life. A new and unusual factor of safety is particularly urgent in the eyes of the gas masks which every soldier may be obliged to employ. Here chemistry seeks to replace glass with some other translucent medium.

Of great importance is the production of gas antidotes, and these must provide for future discoveries in harmful gasses as well as for those existing. Just how much has been accomplished in this direction is impossible to state, but it is a work into which the Institute force has gone heartily.

In Europe the warring nations have found out the necessity of the chemical factors, and in England and France, since a Gas Service was of necessity demanded early in the war, the various chemical activities have grown up around it. This country is at the beginning of warlike activities, and to meet the obvious needs, the Chemical Service Section of the National Army has been organized. Professors Norris, Sutherland, Westcott and Hansen of the Institute are devoting their entire time, others are giving part of their time to government service, and some are at work in the Technology Laboratories on problems given them by the government.

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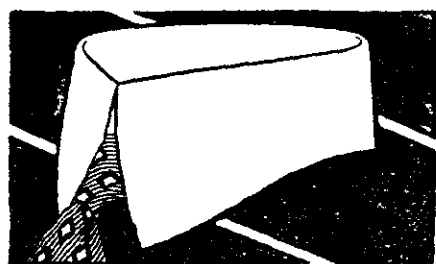
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CONCRETE SHIPS AS POSSIBLE

SOLUTION OF THE SHIPPING PROBLEM

The United States is at present facing a grave problem in regard to its shipping. We are in the war to win and to do so we must have ships. The unprecedented demand made upon the wood and steel supplies of the world have made it impossible to build the old types of ships at even the usual speed at a time when there is greatest necessity for speed in production. These factors have led to the consideration of the concrete ship as a practicable carrier. The idea of concrete ships is neither new or fantastic. For many months it has been discussed at length in the newspapers, marine, and technical journals. There are many reasons why the concrete ship is a possible solution of our present problem. They can be constructed rapidly, little skilled labor is required and they can be constructed cheaply as materials are readily available.

Concrete ships have been built and are now in service, but until very recently they have been nothing but launches, or at best stone and sand barges or freight lighters of not over five hundred tons. And when one considers that most ocean-going boats are ten thousand tons or over, it will be readily seen that there is a great deal still to be done before the concrete ship will be a success as a large cargo carrier. The first experiment in the line of large concrete ships is a forty-five hundred ton boat which is now being built in California. This vessel will be ready for launching early in 1918 and will be used for trans-Pacific service. There has been a great deal of discussion and comment concerning this boat. The method of construction and material have been generally approved by experts, but there has been much adverse comment regarding the lines, and some doubt has been expressed as to

whether she will prove seaworthy.

The best example of concrete shipbuilding is the four hundred ton cargo vessel built recently by a Norwegian concern. Another Norwegian ship-building company has built several two hundred ton lighters which are being used with success for coast-wise trade. An interesting feature of these boats is the fact that they were launched bottom up, and then righted by admitting water to certain compartments and making the ship right herself. Both these concerns say that they are equipped to build concrete lighters and barges. At present several English ship yards have started to build the concrete boats and a number of ships ranging from two hundred to one thousand tons are being built at Norwegian and Scandinavian ship-yards for English and French use.

The greatest objection to the concrete ships is theoretical and can only be proved or disproved by experience. Many concrete experts fear that the stress and strain will be too great for the concrete. The steel reinforcements will bend and stretch within their elastic limits without harming the structure of the ship, but the concrete may crack and gradually dis-integrate. This would be especially true in the case of the long ocean freight carriers. There has been a great deal of argument pro and con on this subject, but it has all come to naught, as nothing can be proved until actual tests are made. Another objection which has been raised deals with the difficulty of obtaining really graceful and seaworthy lines in these boats. This is merely a matter of practice, however, and in time there is no reason why the concrete ship should not prove as seaworthy as our present steel and wooden ones.

This idea of concrete ships has not originated recently. Re-enforced concrete was used in building vessels, even before it was ever considered as a material for buildings. The first example of what today would be called re-enforced concrete, was a boat built by M. Lambot of Carcass, France, in 1849. Nothing further was done along this line until in 1899, Carlo Gabellini of Rome, Italy, began the construction of concrete scows and barges. Some experiments were made in Holland on this subject, but there was nothing done in a practical way. A German firm built several small barges from 1909 to 1912, but it was not until the last year or so that the subject attracted much serious attention.

DRAFT QUESTIONNAIRE

(Continued from page 4)

supporting the American army with supplies and with person for every call which they make upon it. In order to carry out this work it is necessary to have a large amount of funds. With this realization ever before them, the present campaign workers have gone into work with great enthusiasm, and it is expected that the goal will be greatly oversubscribed through their combined efforts.

By tomorrow it will be known whether Technology has done her share in the Red Cross campaign.

All collectors will turn in their buttons and the money that has been collected at the Bursar's office tomorrow after the close of the campaign.

TECHNIQUE SIGN-UP DRIVE

WILL CLOSE THIS SATURDAY

The present Technique sign-up campaign will close this Saturday by which time the Technique Board expects to have disposed of their limit of one thousand volumes. At present several hundred copies remain unsold. The Seniors lead all the other classes in the proportion of subscriptions taken, and as usual the freshmen are trailing far behind.

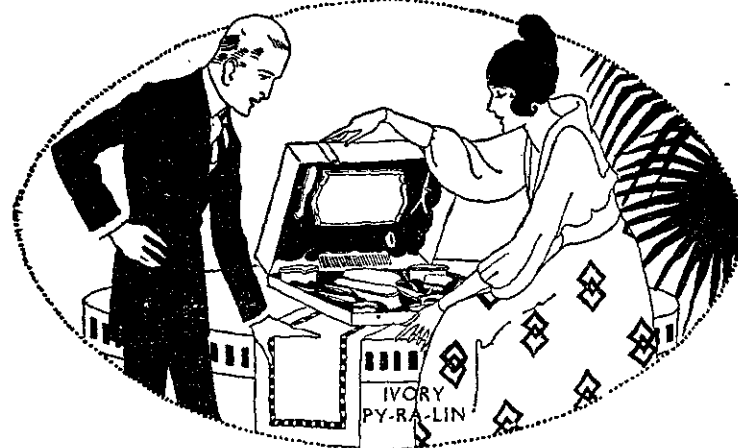
Arrangements have been made with the post office department whereby it will be possible for those students intending to leave the Institute now, to sign up, and have the book delivered to any address in the United States, C. O. D.

FIVE WOMEN YEOMEN

AT WALKER MEMORIAL

When the Walker Memorial was given over to the use of the Naval Aviation Corps, five women yeomen were installed there as clerks to assist in the business operation. These young women enlisted at the Boston Navy Yard last spring and were immediately assigned to Walker Memorial. Their term of enlistment is the duration of the war. The main part of the work which they perform is filing, stenography, and accounting. According to a statement of one of the women yeomen, they find their occupation at the Institute very pleasing and are especially delighted by the social aspect of the Technology student life.

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